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Estimations.

COALS.

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(MITSUI & Co.)

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D. NOMA, TATTOOER,
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THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained

by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

HONGKONG, 10th November, 1914.

NIKKO CO. WHOLESALE AND RETAIL DEALERS, in all kinds of	GREEN ISLAND CEMENT COMPANY LIMITED, PORTLAND CEMENT.
---	---

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.
At Moderate Prices.

Orders Promptly Executed.
No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906. [510] Hongkong, 30th September, 1905. [511]

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
H. HAYNES,

Hongkong, 15th March, 1968. Manager. 125

VICTORIA HOTEL, MACAO HOTEL,

SHAMEEN, CANTON, MACAO, CHINA,
ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

261 Wm FARMER, Proprietor

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the
MANAGER.

Mon., June, 2nd July, 1909

31

CARLTON HOUSE	KING EDWARD
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<p>HOTELS,</p> <p>Nos. 8 and 10, Ice House Road.</p>	<p>HOTEL.</p> <p>A HIGH CLASS PRIVATE HOTEL.</p>
---	---

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE

SPECIALITIES.
For terms, apply to—
THE PROPRIETOR

<p>THE PROPRIETOR.</p> <p>Hongkong, 7th May, 1906</p> <p>[519]</p>	<p>MANAGER.</p> <p>Hongkong, 4th December, 1905.</p> <p>[3]</p>
<p>ORIENTAL HOTEL</p>	<p>OCCIDENTAL</p>

ORIENTAL HOTEL, MACAO.
A FIRST CLASS HOTEL situated in the

Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,

EXCELLENT CUISINE.

MODERATE PRICES

EXCELLENT GUISINE.
WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East;
EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

EVERY ROOM.
EUROPEAN MANAGEMENT.

For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1903. [29] ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [30]

... ..

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,360 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lorquin.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 7 P.M. by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

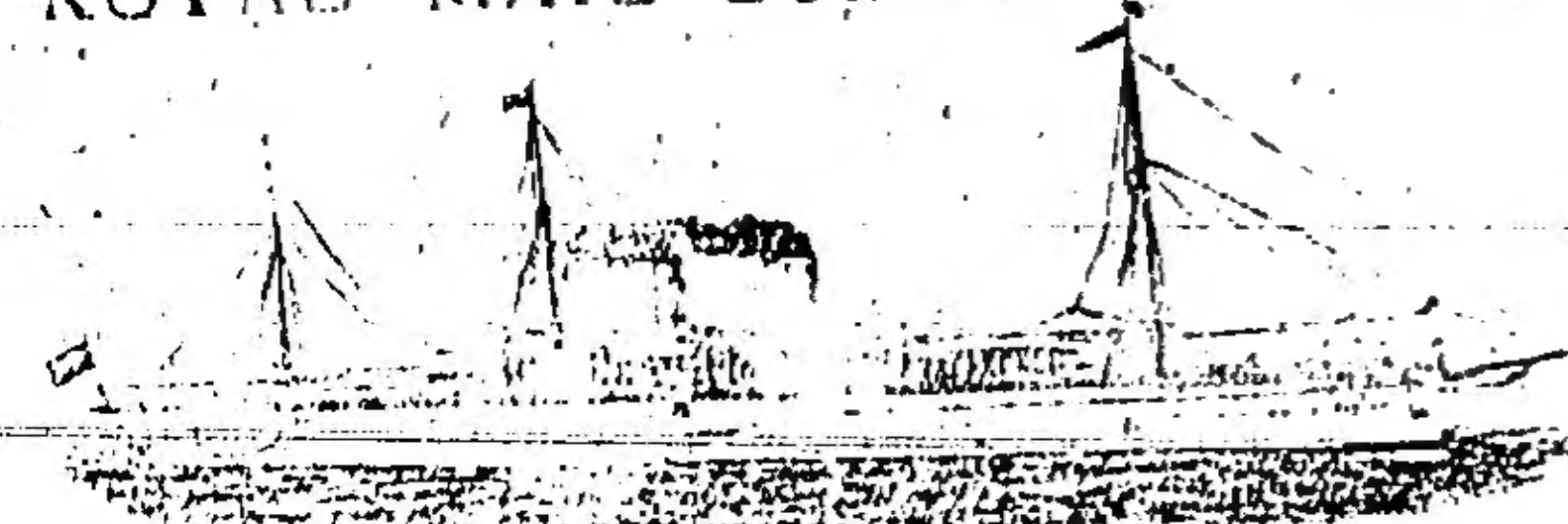
S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 " " C. Butcher.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahoning, Kunchuk, Kau-Kong, Samshui, Howlik, Shio-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES.—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Luk-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained of the Office of—
 HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor) opposite the Clocking Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 23rd July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.
 12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPERESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	4,440	WEDNESDAY, September 5	September 29
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the ILLA-SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, £60. 7th St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier. [13]
 Hongkong, 23rd July, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$5; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 2nd Class—Single, \$1; with Cabin, \$1.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.
 The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 23rd July, 1906.

STEAM TO CANTON.

The New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW," 1,309, T. R. MEAD.

"KWONG TUNG," 1,318, H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4

Meals...\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:

1st Class single \$1 with cabin berth...\$2.00

return \$2...3.00

2nd Class single \$0.80, return...1.50

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship BAYERN, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenaue, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR

STEAMERS

ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ EITEL FRIEDRICH, TUESDAY, 31st July, 8 A.M.
 YOKOHAMA & KOBE, WILLEHAD, WEDNESDAY, 1st August, 10 A.M.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, SACHSEN, WEDNESDAY, 15th August.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, or M. S. S. Co. O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 30th July, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings, and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

"MINIMAX" HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, & C.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO HOSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time. SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION:

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Always ready for immediate use. Requires only one hand to hold. Weight only 15 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

[33]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road. Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAR HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip...\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on, or about	Will leave for	On or about
TJILATJAP...	JAVA	First half August	JAPAN VIA SHANGHAI	First half August
TJILIWONG.	JAPAN	Second half August	J.V. PORTS	Second half August
TJIMAHU.....	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS...	JAVA	First half September	JAPAN VIA SHANGHAI	First half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375. YORK BUILDINGS, 1st Floor. Hongkong, 30th July, 1906.

[11]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
 C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
 CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
 D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
 E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule 27.00
 B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.
 ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY.

- A. OLD PALE 20.00
 B. SUPERIOR VERY OLD COGNAC 27.00
 C. VERY OLD LIQUEUR COGNAC 33.00
 D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
 D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.
 All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month are proportionately reduced.

The daily issue is delivered free when the address is accessible to messenger.

On orders sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 30, 1906.

HONGKONG YARN MARKET.

Since the Chinese New Year, the operators in the Hongkong yarn market have experienced a succession of set-backs which has all but demoralised one of the mainstays of the Colony's prosperity. A variety of causes has led to this unfortunate condition of things, and it is safe to say that many Chinese firms have been hard pushed by the long-continued depression. Stocks were allowed to accumulate awaiting better days, but expenses were being incurred all the time, and even the expert dealers in yarn were at a loss to discover how they could unload without suffering serious pecuniary loss. The failure of the crops in China withdrew a large number of orders which had been anticipated, for retrenchment and economy were enforced by the poverty of the interior. Shanghai experienced the same stagnation in yarn sales, and the only prospect confronting dealers was the immediate opening of Manchuria to foreign trade. As we noted the other day, Viscount Hayashi, the Japanese Minister of Foreign Affairs, has intimated that Manchuria will be thrown open to the traders of all nations on the 1st September, which is a concession that will be extremely welcome to the entire business community but more especially to those engaged in the yarn trade. Nominally, the "No admittance" board has been presented to all those who have attempted to gain a foothold for the purposes of trade, but it is the firm conviction of many that the agents of the Japanese commercial houses were entrusted with

the magic "open sesame." It is doubtful, however, whether the Japanese are yet in a position to invade the yarn industry of Manchuria, and assuming that to be the case there are ample reasons for the highly optimistic views in Hongkong regarding the consumptive capacity of the province in question. While floods have to a certain extent lessened the purchasing power of the peasantry and small lot holders in Southern China, there is no evidence that the outlook is other than bright in the north, which, of course, means an increasing demand for materials woven from yarn and a corresponding fillip to the trade in Hongkong. Both importers and local dealers will derive benefit from this satisfactory state of affairs. Although the recovery which has now taken place in the yarn market is an appreciable one, the operators are by no means out of the wood. If we take the average of the lowest figures for some of the favourite "chops" which were bought at the high rates ruling last year, and add to that the godown rent which amounts to between 7 and 9 per cent, we find that operators must wait until the revival in prices has exceeded the average high rates at which the purchases were made before they can equalise their losses. It is a good indication that there is stability in the demand which has just arisen, inasmuch as it synchronises with the demand that is just beginning in Amoy for the districts for which Amoy is the yarn centre. Immediately following the Amoy demand, it usually happens that Foochow is the next centre to inquire for yarn from this market, and orders are expected to come in towards the end of August. By that time, it is expected that a good proportion of the stocks, both high-priced and averaged stocks, will be unloaded and dealers will be in a position to supply ports still further north, such as Newchwang and Chefoo, whose demands usually begin to arrive about the beginning of September. If the outlook continues as promising as it is to-day there is every prospect that the losses, heavy as they have been, will in a large measure be recovered. With Dalny open in September the immense market of Manchuria will be available so that a prosperous year for yarn operators seems a certainty. Advice from Bombay are all couched in glowing terms. A brisk and prosperous business has sprung up, and favoured by what is described as "a timely monsoon," there is every likelihood that the depression of the past few months will give place to an improving and profitable trade. The Chinese firms which were bitten by the unexpected hiatus in the yarn trade will rejoice at the combination of circumstances which promises to work for their benefit, and it is to be hoped they will succeed in recouping themselves for the losses incurred in the early part of the year, to say nothing of the anxiety caused by the speculative nature of their holdings. The second half of the Chinese year opens, therefore, with a most satisfactory outlook, and we can only trust that the hopes of importers and purchasers alike will be realised.

LOCAL AND GENERAL.

A CONCERT promoted by Mr. Cowan, of H.M.S. *Rambler*, will be given at the Kowloon Institute to-night, commencing at eight o'clock.

His Excellency the Governor will be "At Home" at Mountain Lodge on Wednesday, 7th of August, from 4.30 to 6.30 p.m. Croquet and tennis.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending 14th July, 1906, amounted to 18,468.46 tons and the sales during the same period to 15,487.73 tons.

Vice-Admiral Moore held a largely attended reception on the flagship of the British Squadron at Yokohama on the 19th inst. Among those present were Admiral Saito, Naval Minister, Vice-Admiral Ijima, and a number of Japanese naval officers.

WHAT is stated to be a final estimate of the total loss of life in the Japanese Armies during the war has now been made. According to the official figures, the number of men who were killed in battle or died from wounds or sickness aggregated 600,000.

It is stated that in view of the visit of the British Squadron to Korean waters early next month, Marquis Ito has asked the Korean Emperor to receive the British Commander-in-Chief and others in audience. The Emperor is said to have expressed his willingness to do so, "provided that he is not indisposed."

TWENTY-five coolies were paraded before Mr. H. H. J. Gompertz, at the Magistracy this morning, at the instance of Sergeant Gordon, charged with keeping a common gaming house at No. 115, Connaught Road West, and gambling on the premises, on Sunday. The first accused was fined \$10, and the remainder \$3 each.

LAM Kam, a conservancy coolie, of No. 9, Upper Rutter Street, was arrested early this morning for depositing night-soil into the drain at the rear of No. 9, Stewart Terrace, the Peak. The coolie was placed before Mr. F. A. Hazeland, at the Police Court this morning, at the instance of Inspector Dymond, charged with the offence. He was fined \$25.

THREE carpenters were arraigned before Mr. H. H. J. Gompertz, at the Magistracy this morning, charged with stealing a roll of canvas, valued at \$1, the property of the Hongkong and Whampoa Dock Co., Ltd. There was only sufficient evidence to convict one of the defendants and he was sentenced to six weeks' hard labour and six hours' stocks. The others were discharged.

Ogo Mura, a Japanese seaman, employed on board the s.s. *Alabama*, was placed before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of behaving in a disorderly manner whilst drunk in East Street, on Saturday. Ogo pleaded guilty, with a sweeping bow to the Court. The officer who made the arrest said accused was pushing Chinamen off the side-walk. His Worship imposed a fine of \$5.

THE *Hutch* publishes a report from Sasebo to the effect that it is probable that the *Mikasa* will be re-floated in the course of next month. Despite discouraging rumours which have been in circulation, the naval authorities are satisfied that the vessel will be able to resume her duties as a battleship. It is stated that means have now been found to check the inflow of water through the chief vent, which has been reached with much difficulty owing to the mud.

"Why don't they have that table properly attended to?" is the question that is being asked each morning at the Police Court. The table referred to is the one used by officials in the small Court. About a fortnight ago the table mysteriously disappeared, and after a couple of days was again in its old place, looking quite new. Several persons who sat at the table found on leaving it that their coats sleeves were covered with paint. Someone complained and a few hours later it was noticed that large sheets of paper were spread on the table as protection against the paint, while on blotting paper on the table were the words, "Wet Paint." The table was removed the following morning, and after a lapse of about two days, it returned in much the same condition as it was when first brought in. This morning two visitors to the Court had their coats "tainted" and if words and looks could do harm were to those who are to blame.

TRAM-WRECKERS are at work again. The punishment passed on a school-boy by Mr. F. A. Hazeland about a fortnight ago does not seem to have had any effect on others of the same clique, for during the past week no less than five attempts to derail trams were made at West Point. On one occasion the attempt was successful. A car, westward bound, in turning the curve into Connaught Road West, ran over an iron bolt and was derailed, at the same time running on to the track of an east-bound car. That car was either unable to pull up in time, or owing to the absence of lights on the derailed car, crashed into the stationary tram, doing some damage to both cars. A sharp look-out is being kept in order to capture the evil-doer, but up to the present without success. Another attempt was made last night to get a car to jump the track, but as the motorman was on the look-out at West Point the bold was seen and removed and the tram continued its journey.

Two days ago a hawker, looking more dead than alive, was taken to the Central Police Station and later removed to the Government Civil Hospital for treatment. He was alleged to have been "seriously assaulted" by a trimmer named F. C. Jackson and the watchman of the Hongkong Dispensary. Both men were held on heavy bail. After two days' confinement at the hospital, the coolie was discharged this morning and appeared at the Police Court to prosecute his alleged assailants, at the same time building air castles of what he would do when he got compensation. Mr. F. A. Hazeland called for the hospital certificate to ascertain the damage done to complainant. Inspector Ritchie produced the paper and it was seen that under the column headed "suffering from?" Dr. Koch had inserted the word "nothing." Then the tables were turned on the hawker and he was charged with hawking without a licence, while his alleged assailants gave evidence for the prosecution. They said that, seeing defendant running away while other hawkers were stoning the police they gave chase and captured him, amid a shower of bricks and stones. It was then accused pretended that he was assaulted. He put it on so well, said an inspector, that when accused was sent to hospital I was expecting him to die on the way. The hawker was fined \$3.

A LITTLE Chinese girl, of some twelve years, had a very narrow escape from a tragic and untimely death last evening, just outside the Cricket Club Ground, and at the junction of Queen's Road and Garde Road. She was travelling in a tram-car, and at the spot mentioned, without waiting for the car to stop, she essayed to alight, and, in her ignorance, or innocence, she attempted to do so the wrong way—that was, facing the rear end of the car. She not only got out the wrong way, but also on the wrong side, and thus was somewhat straight in front, and almost under the wheels of a car advancing from the other direction. Some soldiers of the West Kents happened to be passing at the time, and they helped to pick the child up and place her in a ricksha, which was then put in charge of a *lukong* with instructions to take the girl to the Government Civil Hospital. The poor mite, who was unconscious, showed no marks of any cuts on her head, face or hands, and it was surmised that she was injured internally. Passengers in the tram-cars should bear in mind one simple law of nature:—When alighting from a vehicle in motion be careful to do so facing the direction in which that vehicle is going. Notices, in Chinese, conspicuously posted up about the cars, where all who can read, might have the effect of decreasing the number of these accidents.

THE excellent service of steamships maintained by the Norddeutscher Lloyd in the Far East was again evidenced to-day, when the *Prinz Eitel Friedrich* arrived at Hongkong, having completed the journey from Singapore to this port in the remarkably short space of three days 21 hours. That probably constitutes a record for the northern run between the two ports; in any case it is a highly creditable achievement, and Messrs. Melchers & Co. are justly entitled to plume themselves on the performance of the vessels for which they are the local agents.

ONE of the prettiest guides to Canton is that issued under the title "A Pictorial Guide to Canton." It sets forth concisely the attractions of the capital of Kwangtung, and he must be a curiously ignorant individual who could withstand the temptation of visiting Canton after perusing the latest guide. There are no long-winded narratives about mythical personages or antediluvian legends; short, succinct descriptions of the principal places of interest in and around Canton are given, and the text is filled out with a series of illustrations which could scarcely be surpassed. The professional guides, the best places to look for curios, and the industries which are worth the attention of those who are commercially minded. The advantages of travelling by the Hongkong, Canton and Macao Steamboat Company's vessels are pointed out, and the fact that the "Guide to Canton" is admirably suited to the requirements of any one who is on holiday bent, willing to read a snappy account of the chief city of Southern China but too busy to be bothered with interminable historical records. The "Guide," as stated, is crammed with photographic reproductions, and the engravers and printers, Messrs. Hood & Co., Middlesbrough, England, may be complimented on the work of art they have issued. The "Pictorial Guide to Canton" may be obtained from Lee Lo-ong, Queen's Road, the price being 40 cents a copy.

FROM the annual report of the Equitable Life Assurance Society, it is apparent that after the recent catastrophes in the insurance world of America the Equitable has emerged in a more satisfactory position than ever. Its stability and sound basis are made apparent and its prosperity has never been greater than during the year that has closed. The majority of people are beginning to see more clearly every day the importance of insuring their lives; and the development of that spirit is shown in the operations of the Equitable. During the year 1905, the new assurance written (less policies not taken) amounted to \$1,695,255 gold; or \$466,103 for each working day. And at the end of the year, the outstanding assurance amounted to \$1,465,123,436. During the last forty-six years the total benefits according to the policyholders of the Equitable (that is to say, the sums paid to policyholders, together with the assets now in hand) aggregate \$939,531,653; or \$15,329,196 more than they have themselves paid to the Society in premiums. The assets amount to nearly \$130 million dollars gold, and there is a surplus at the back of the Society of \$68,557,000 dollars. Last year nearly six and three-quarter million dollars were paid to policyholders as dividends. The Equitable has undoubtedly benefited by the force of public opinion which was directed against all American insurance corporations and the annual report shows that it was never in a better position than it is to-day. Messrs. Shawan, James and Co. are the local agents.

OUR Teuton friends have certainly acquired the art of seductive advertising. From the Hamburg-America Linie we have received a copy of the "Guide to Tsingtau" and its surroundings, which has now reached its second edition. The object of this volume, for it runs to 155 pages, is to direct the attention of tourists and residents in the Far East to the beauties of the German settlement at Tsingtau—"The Green Isle," and the word pictures and pictorial representations of the scenes to be found in the heart of every true lover of nature. Tsingtau is in the same latitude as Gibraltar, Malta, and San Francisco. The best time to visit the protectorate is from April to July and from September till the end of November. The highest average temperature for a period of years was 77 degrees Fahrenheit, in August. On 23rd July, 1899, the highest temperature was recorded, apparently since the German occupation, when the mercury rose to 90.7 Fahrenheit; the lowest occurred on the 2nd of January, 1900, when the mercury fell to 12.2 Fahrenheit, or nearly 20 degrees below freezing point. Tsingtau seems to be an ideal resort not only for those whose consultations have been undermined by the constant worries of the commercial world and the humid atmosphere of the south, but also for the scientist in every department. There are innumerable beauty spots to visit, and excursions galore. "Time passes in a round of sedate pleasures." The "Guide to Tsingtau" is full of photographs and those who are thinking of taking a short rest before the end of the summer should make a point of visiting the office of the Hamburg-America Linie in Hongkong and requesting a glimpse of this excellent and handy "Guide."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—"On the 30th at 11.15 a.m.—A general and considerable increase of pressure has taken place over China and Japan, except in the extreme N.E. of the latter area."

The highest pressure is over the China Sea, and the lowest to the E. of N. Japan. It now exceeds the normal by 0.1 inch over S. China, but remains in defect to the extent of 0.1 inch and upwards over Japan.

Gradients are gentle over the China Sea and light winds, chiefly southerly, will prevail in that area.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

THE RULE OF THE ROAD.

CONSWAIN'S CERTIFICATE SUSPENDED.

An inquiry was held this morning before the Hon. Captain L. A. W. Hardesty-Lawrence, Marine Magistrate, into the circumstances connected with the charge of failing to observe the rule of the road in Victoria harbour, preferred by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, solicitors, against the master of the steam launch *Penguin*, Lo Man, certificate No. 1,317, on the 24th inst.

Mr. Wilkinson said on the 24th inst. he was returning to Murray Pier from Stoncutter's Island by launch. On nearing Murray Pier a launch, which proved to be the *Penguin*, was seen approaching the Hongkong side about four points on witness's port side. The *Penguin* never altered her course, but stood on across witness's bows. When a collision appeared inevitable witness had to slow down and starboard his helm in order to clear the *Penguin*. He passed under her stern. There was no alteration, apparently, in witness's opinion, have been inevitable had he not done as he did.

Mr. Gray, a passenger with last witness, said a collision would have been inevitable had their launch not given way.

Lo Man, master of the *Penguin*, explained the position by models, which showed conclusively that he had crossed the bows of complainant's launch which was on her starboard side, when he should have given way.

His Worship ordered the master of the *Penguin*, Lo Man, to have his certificate suspended for a period of four weeks.

Addressing Messrs. Wilkinson and Gray, his Worship said: I desire to thank you two gentlemen for coming forward to give evidence, as it is only by such means (too seldom done) that it is possible to impress upon masters of steam launches that they cannot afford to ignore the rule of the road in this harbour.

DROWNING FATALITY.

IN HONGKONG HARBOUR.

Chan Hin, a boat girl, seven years of age, and residing on board the fourth-class cargo-boat No. 1,483, was drowned in the harbour, the result of an accident, early this morning. At the time of the accident the cargo-boat was anchored off the paya wall, in Connaught Road West, near Sui Wo Lane steps. The girl left the bow of the boat and went to the stern of the craft to attend to some business. While at work she stepped on the bigwark of the junk, lost her balance, and fell backward into the sea. She disappeared almost instantly. The sampan people who were in the vicinity pulled to the scene to rescue the girl in case she should come to the surface again, but after waiting some time they gave up the search in despair. The body has not yet been recovered.

THE YANGTZE SHIPPING TRAD.

PROGRESS OF THE COMPETITION.

The *Kobe Herald* translates from the *Osaka Asahi* the following statement as to the present position of the rivalry between British, German and Japanese shipping firms for the shipping trade of the Yangtze:—"The British and German steamers on the Yangtze service are rapidly increasing in number. There are now five vessels of Messrs. Butterfield and Swire, five belonging to Messrs. Jardine, Matheson, three other British vessels, and three N. D. L. steamers, all running between Shanghai and Hankow. Most of them are of 2,500 or 3,000 tons, only two or three being of 1,000 tons or below. Four O.S.K. and two N.Y.K. steamers are engaged in severe competition with these vessels, while the N.Y.K. has also three vessels plying between Yokohama and Hankow, and the O.S.K. three between Osaka and Hankow. In addition to the above-mentioned lines, the China Merchants' Company has five very good steamers on the Yangtze service. In all, twenty-seven British, German, Japanese and Chinese steamers are now taking part in the fight which is in progress between Shanghai and Hankow. If the vessels on service between Yokohama and Osaka and Hankow are added, the number is raised to thirty-three. Moreover, on the service between Ichang and Hankow there are two O.S.K. steamers, two belonging to Messrs. Jardine, Matheson, two belonging to Messrs. Butterfield and Swire, and one run by the China Merchants' Co. Between Hankow and Chang-sha, the Hunan Company, has two vessels, and the China Merchants' Co. and Messrs. Butterfield and Swire have one each. Between Chinkiang and Nanchang there is one steamer, belonging to Messrs. Butterfield and Swire. Thus it will be seen that altogether, eighteen British, sixteen Japanese, eight Chinese, and three German steamers are in competition on the Yangtze service. But there are also a number of independent vessels which join in the competition from time to time. In consequence of this intense rivalry, excessive rate cutting in the conveyance of passengers and cargo is being indulged in, to the great discomfort of all the companies concerned. At present the passenger fare between Shanghai and Hankow is only ¥1.10, the lowest rate in the world for the distance. Such being the case, the amalgamation of the Yangtze services of the N.Y.K., O.S.K. and the Hunan Company has been proposed for the purpose of meeting the foreign competition. Owing to the conflicting interests of these companies, however, it is uncertain whether or not the proposal can be carried. But it is certain that some arrangement will have to be made if the competition of the foreign firms is to be successfully encountered."

The *Osaka Asahi* also reproduces some statements made by a Japanese who has just returned from South China concerning the competition from the N.Y.K. and the N.D.L. on the Swatow-Bangkok line. According to this person's assertions, the Japanese Company's passengers are obtaining twice as much freight and cargo space as are secured by the German steamers, although the N.D.L. passenger rate has been reduced to ¥1.30, compared with ¥1.40 charged by the N.Y.K. The *Asahi*'s informant attributes the success of the Japanese service to the unpopularity of the German line with the Chinese.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

NAVAL TRAGEDY.

AMERICAN OFFICER KILLED BY A FRENCH BULLET.

UNFORTUNATE ACCIDENT AT GUN PRACTICE.

[From Our Own Correspondent.]

Chefoo, July 28th,
7.20 p.m.

While the French armoured cruiser *Dupetit-Thouars* was at gun and rifle practice to-day, a rifle-bullet, fired at a floating target, struck Lieutenant Clarence England, who was on the bridge of the U.S. torpedo-boat destroyer *Chattanooga*, of which he was the navigating officer.

Lieutenant England has been very seriously injured.

It is believed that the accident was caused by the bullet having ricocheted after striking the water.

Later.

Lieutenant England has succumbed to his injuries.

(The above was issued in an "Extra" yesterday (Sunday).—Ed., H.K.T.)

[N. C. D. News]

South Manchuria Railway.

Tokio, 25th July.
General Baron Terachi, Minister of War, has been appointed to succeed the late Viscount Kodama as Chairman of the South Manchuria Railway.

The Late Viscount Kodama.

Tokio, 24th July.
The funeral of General Viscount Kodama will take place on Saturday.
His death comes as a terrible shock and is received with universal regret as a national loss, for he was recognised as the brains of the army.

Among the military honours that have been conferred upon him are the First Order of the Golden Kite and the Grand Cordon of the Paulownia.

FATAL ACCIDENT.

EUROPEAN CARPENTER KILLED.

Bernard Hansen, said to be a Norwegian, and a carpenter, on board the steamer *Anglo-Canadian*, which is at present at the Cosmopolitan Dock, Sh. wharf, was killed early this morning as a result of an accident. How the affair occurred no one at present can tell, but it is surmised that Hansen was either asleep on deck, or went on deck to get the air, but what is known is that he fell into the dry dock below, a distance of forty-five feet. He was picked up in a pitiable condition, but not dead, and was temporarily attended to, but he expired from the injuries he received on the way to hospital. An inquiry will be held.

CAPTURED WARSHIPS.

COST OF REPAIR NG.

Atropos of the refloating of the *Novik*, the *Japan Mail* makes the following interesting observations on the expenditure which is being incurred for the repair of the captured warships:—"It is quite a business that the Japanese have undertaken in setting themselves to repair all these Russian ships. Most of them were brought into Japan's ports before the expiration of last fiscal year (March 31st, 1906) so that the costs of raising them were doubtless included in the war expenses. But the outlays on account of repairs must be very heavy, and we presume that the money is taken from an appropriation of 25 million yen which appears in the extraordinary section of the current year's budget under the heading of "restoration of materials." Will 25 millions be sufficient? There are the battleships *Orskani* (*Orskani*), *Reliance* (*Reliance*), *Peresvet* (*Sagami*), *Pobeda* (*Snow*), *Pollux* (*Tango*) and *Nicolai* (*Uchi*). The sea-going coast defence ships *Admiral Semov* (*Minakata*) and *Admiral Apraksin* (*Okhotsk*), and the cruisers *Bayan* (*Bay*), *Varyag* (*Soya*), *Pallada* (*Tugur*), *Boya* (*Boya*) and *Norik*, to say nothing of torpedo craft. If 25 million yen renders these 13 vessels fit for service, Japan will have them at an arm's length for a low estimate—they must have cost 75 millions a low estimate—one-third of their original value. Would it have paid better to build a new battleship of the *Dreadnought* type and a new cruiser? That is a question for experts, but one fact patent to every one is that the fighting ships in the above list have an aggregate armament of fourteen 12-inch guns, seven 10-inch, four 9-inch and two 8-inch, omitting all smaller ordnance, whereas the *Dreadnought* has only ten 12-inch pieces.

SHIPPING AND MAILS.

MAILS DUE.

German (*Bayern*) 31st inst.
Australian (*Eastern*) 3rd prox.
Indian (*Salsang*) 5th prox.
American (*Siberia*) 6th prox.

The P. & O. S. N. Co.'s s.s. *Java* left Singapore for this port on 28th inst., at 1 a.m.
The N. G. I. S. S. Co.'s s.s. *Capri* left Singapore for this port yesterday, and may be expected here on 4th prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Memnon* left Moji on 27th inst., at 5 p.m., and is due here on 2nd prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Telamachus* left Singapore on 28th inst., at noon, and is due here on 2nd prox.

The Imperial German Mail s.s. *Bayern* left Shanghai via Foochow on 28th inst., at 3 a.m., and may be expected here on 31st inst., evening.

TELEGRAMS.

[Reuter's.]

Russia.

LONDON, 27th July.
General Stolypin, interviewed by Reuter's representative, said that the Tsar was resolved on a policy of strong-handed reform. Reaction was farthest from the Tsar's wishes, but the revolutionaries must be thwarted.

General Stolypin relied on the innate patriotism of the mass of the nation, and believed that the appeal of the Tsar to them would result in the effective repression of anarchical forces. When the Cabinet was complete, it would produce an extensive programme covering the land question. No steps would be taken against the members of the late Duma, unless they attempted to avenge.

The Tsar had dissolved the Duma with the utmost reluctance when he found that nothing useful could be expected from them.

Later.

Extensive agrarian risings are reported, and the Government of Moscow reports that the troops have been defeated in a fight with the peasants at Borisovka in the province of Kursk.

The British Navy and the Hague Peace Conference.

Mr. Robertson, in the House of Commons, said that there was a unanimous opinion on the Board of the Admiralty that the ship-building programme should be reduced as follows: three, instead of four, Dreadnoughts; two, instead of five, ocean-going destroyers; and eight, instead of twelve, submarines. This reduction would save £2,500,000.

Referring to the forthcoming Hague Conference, the Government, bearing in mind the resolution already passed by the House of Commons, favouring a reduction of armaments, proposed to lay down, for 1907-1908, two armoured, instead of four armoured, ships, with provision for a third, to be laid down, if the Hague Conference proved abortive. This was done in order to emphasize the good faith of the Government at the Hague Conference.

This, however, did not exhaust the possible economies which the Sea Lords recommended.

The reductions, it was unanimously opinioned, would not imperil the balance of sea power.

Another factor in the case was that there had not been that progress in foreign navies which the Admiralty had anticipated when the Estimates were framed a year ago.

The Unionist members doubted whether the Sea Lords had made the reductions of their own free will, and predicted that the dream of the Government of an international peace was doomed to early extinction.

Sir Henry Campbell-Bannerman said that no one wished the navy to be weaker, but extravagance did not secure efficiency.

The Navy Votes.

28th July.

The House of Commons has adopted the Naval votes.

The Natal Rebellion.

Colonel McKenzie has arrived at Durban. He declares that the rebellion is ended.

CLAIM FOR RENT.

AN UNSTAMPED AGREEMENT.

In Summary Jurisdiction this morning, his Honour Mr. A. G. W. P. J. Judge presiding, Leung Wa-Hing, trading as the Shun Yik, of No. 35, Gough Street, sued the Kwong Tak Tai firm of No. 3, Wing Lok Street, foreign dealers, for recovery of the sum of \$75 being one month's rent for the first and second floors of No. 3, Wing Lok Street, and one month's rent in lieu of notice of quit.

Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiff, defendants appearing in person.

Mr. Dixon said that the defendants, who occupied the ground floor of the premises in question, approached the plaintiff with a view to renting the first and second floors of the house, which were then vacant, and they entered into an agreement accordingly, the defendants paying \$45 per month. Leung Wa-Hing, the plaintiff, said that on the 2nd day of the fifth month the defendants approached him with a request that he would let them the first and second floors of No. 3, Wing Lok Street, of which premises they were then in occupation of the ground floor. An agreement was arrived at, and rent was to be paid at the rate of \$45 a month for the two floors.

His Honour (looking at the document produced): But this is not stamped; I cannot accept this. Will you undertake to get it stamped?

Mr. Dixon: I will not give any personal undertaking to get it stamped, my Lord. His Honour: Well, if the case is proved I can only give judgment subject to that document being stamped.

Mr. Dixon: I don't know if the plaintiff will get it stamped, but probably he will—the penalty is very small.

His Honour: You had better ask him. In the meantime I am bound to impose this document as it has now come into my hands. Plaintiff, being referred to on the subject, undertook to get the agreement stamped in the course of today. Continuing, he said that the agreement was concluded and the premises handed over, but defendants, as far as he knew, never used them, and later told him they did not want them. At the time of signing the agreement defendants paid \$15 in advance on account of rent. He did not give possession on the 31st June. Defendants stated that the agreement was for them to enter into possession of the premises on the 1st July, but on that day they could not get possession, and only on the 30th July they were informed that the premises were at their disposal. They did not want them then, and they did not occupy them or use them in any way, and notified plaintiff of that fact. Evidence was called in corroboration, and judgment was given for defendants with costs.

REVIEWS.

"MODERN MEDICINE FOR THE HOME."

The majority of books which go under the title of "household physicians" or similar designations are so filled with technical terms that the lay reader finds himself in a labyrinth when he attempts to discover the symptoms of and remedy for any disease of ailment from which he may be suffering. But Dr. Ernest Walker, M.R.C.S., L.R.C.P., in his "Modern Medicine for the Home" has provided a work which should be in every household. The language is so clear and precise that a child could understand it. There is no theorising or didactic doctrines. In the simplest manner, Dr. Walker briefly states the causes of a disease, the symptoms and the treatment. The common ailments which afflict humanity are all included in this volume of 200 pages, from abscesses to yellow fever. But what renders the work most valuable to the general body of readers is the careful exposition of children's troubles. These troubles may be slight but they are none the less of importance in the eyes of the mother, and "Modern Medicine" shows how the child may be relieved. In some cases the remedy is ridiculously simple in reference to the medical profession, and many an infant would be saved a world of pain if the simple treatment prescribed in this medical dictionary were applied at the outset. As a rule, most of the books which deal with the everyday complaints of children and adults alike are far too erudite; they abound in sayings of fortune which are so much Double Dutch to the average reader; indeed the aim of the authors usually appears to be to render darkness more impenetrable. But "Modern Medicine for the Home" avoids the highly scientific. It is actually what it claims to be, a household companion. In "Three Men in a Boat" Jerome K. Jerome is induced to take a holiday because after perusing a volume of quick remedies, he discovers that he has every disease under the sun except housemaid's knee. Dr. Walker takes a cheerful view of his subject; like a practical man he goes straight to the point and before you know where you are the cure is effected. Considerable attention is given to poisoning and the antidotes which should be used pending the arrival of the doctor. "Modern Medicine for the Home" is cheap, handy and useful. There is only one fault to find with the book. It is bound in red covers, with the result that in this climate the dye is apt to discolor the fingers, but that will no doubt be remedied in future editions.

"THE POISON DEALER."

Georges Ohnet is best known in England by his incomparable "Bourmester" or "Le Maître de Forges" as it is called in French. But M. Ohnet has struck out a new line for himself in "The Poison Dealer," which gives a vivid picture of the evils of the drink trade and its effects on the rising generation. Indeed, the work might have been issued under the auspices of some temperance association, for while it is intensely dramatic, the central idea of the course of drunkenness is never forgotten. The scene starts with a prosperous French firm which largely through the initiative of the chief partner Vernier is on the road to fortune in the wine trade. Vernier follows orthodox methods at first, but eventually produces a concoction which is warranted to bring murder and sudden death on all who use it. The very seductiveness of the liquor constitutes its chief charm. Vernier himself is merely a man of business, but his son is a degenerate who gets entangled with a demi-mondaine and indulges in all the excesses of gilded youth. His health is shattered by debauchery; he is the cause of constant trouble to everybody. An accident leads to his acquaintance with an idyllic country maid, and he endeavours to shake off his liaison with the Parisian flame. The influence of his new love prevails for a time, but after he is married the old chambermaid endeavours to recover her power over the weak-willed distiller's son. There is a terrible holocaust at the end. Through the story runs a love interest which ends in the usual way. "The Poison Dealer" is sensational, tragic and at the same time it holds a moral. No one would guess, however, that Georges Ohnet was the author.

A MODERN SOCIETY NOVEL.

As one may judge from the title, many of the scenes in "The Beauty Shop" occur in one of those many establishments in Bond Street where faded beauties seek the elixir of life and pay fabulous sums to recover the pink cheeks and clear complexion which fascinated the world before their owner had lost all trace of beauty amid a whirlwind of gaiety and a multitude of routs. The sham and hollowiness of it all are admirably portrayed. It is all quackery pure and simple; but aristocratic quackery. There is humour of the sardonic sort in the description of the remedies supplied to rejuvenate worn dowagers. But the rapid life of the metropolis is mingled with rural Kentish pleasures, where the bucolic mind is pictured with fidelity. The arch-villain of the piece is a South-American who has been everywhere, seen everything and knows everybody. Myrtle Dalmer, the daughter of a county squire, comes to London to make her debut in society, leaving behind her a poor curate who crushes his hopes and desires in his heart. The Rev. Wyld is a second Robert Elsmere condemned to labour in a rural parish. Of course, Myrtle becomes the prey of the South American adventurer who seems to live on the wind. Meanwhile, the "beauty shop" is at sixes and sevens owing to the "model" who is disgusted with her occupation. Her duty is to attribute her wonderful complexion to the cosmetics compounded in Bond Street, and she is eternally at war with herself and everybody else. After Myrtle and the adventurer are wedded all goes well for a while. The "model" disappears, and the quixotic Wyld spends days and nights hunting for her in order to rescue the fallen He finds her in the Empire music hall and dramatically meets his old love while escorting the Magdalene. The adventurer turns out to be a blackmailer and that is the end of him.

"The Beauty Shop" is witty, piquant, and clever. It abounds in apt situations and decidedly adds to the reputation of the author, Mr. Daniel Woodroffe. It is the best society novel we have read for some time.

THE WEIRD AND WONDERFUL.

Stories of the discovery of the fourth dimension were once very popular. Mr. George Griffith has made his name as a sensationalist and he lives up to it in his latest work, "The Mummy and Miss Nitocris." When people can become the invisible at will, reincarnate themselves, return to their original state some thousands of years back, and perform all manner of strange and uncanny acts, it may be supposed that they hardly act as respectable suburbanites. There are any number of thrills in the book. The British Navy saves the Russian Empire, prevents a world-wide international war and behaves itself as the Navy is always supposed to do. Those who care to read novels of the sensational and weird order cannot do better than purchase Mr. Griffith's work, for it is certain they will not be disappointed. But it might not be advisable to read it just immediately before retiring for the night otherwise nightmares might be the consequence. "The Mummy and Miss Nitocris" is readable from start to finish.

VILLAINY UNMASKED.

Everybody knows Dick Donovan who has been writing detective novels for nearly half a century. But "Thurle's Crime" is a detective story which is not a detective story, if the meaning of that be clear. It has all the elements of violence and crime, of innocence and tragedy, of violence triumphant and vice exposed. The novel opens with a prize-fight to which judges and journalists, lords and rascals flock in their hundreds. The favourite is doped, but only a few are let into the swindle. That night there is a card-party where Thurle and a few others attempt to look a guileless spig of aristocracy, only to be denounced by the easily upright, straightforward son of the squire. Of course there is a duel, and the heroine, the fiancée of the hero, appears on the scene to find her lover lying unconscious. She promptly strikes the scoundrelly antagonist with her whip and not only blinds him in one eye but spoils his beauty for ever. There is a wicked elder sister who absconds from her home and turns up in a London public-house, where she seems to be part of the goods and chattels of the house. In the midst of the hero's and heroine's adventures, a detective is decyphered to a deserted house and threatened with torture and death. They escape, but the story is circulated at the young unmarried heroine has gone to live with her preserver at his town house. It is all a mistake, but it serves to keep up the interest. The scoundrels are caught at their nefarious practices red-handed and suffer accordingly. The noble lord marries the hero's sister and the hero and heroine are made one. There is one fault with the story, why did Dick Donovan persist in using words which are not to be found in any dictionary on the face of the earth? It is a most irritating practice, but probably the majority of readers will pass over the uncouth terms in following the exciting episodes of the chief characters.

ADVENTURES OF A GIRL.

"Rowena" is a delightful book, utterly devoid of the cheap clap-net and high-faloot nonsense which too frequently destroys the writings of lady novelists. The chief protagonist is the daughter of a most unworshipful professor who spends his days and his nights over what is his magnum opus. In the midst of his abstractions, he allows his household to fall into pieces and the inevitable crash comes. Rowena, a London as lady companion to a jump-up pickpocket while the Professor betakes himself to Scotland. The experiences of Rowena in the household of the homely, ignorant and contemptible *maître de pension* are admirably depicted. Eventually she has to depart at a moment's notice, but her evil genius being in the ascendant she meets a former visitor to the house where she had been engaged and accepts the appointment of governess to his child. The Professor is still at his books, trying to publish or perisher to bring out his work of the century. Nobody will have anything to do with it, but one publisher generously states that he will bring it out for £1,000. Rowena therefore makes it her business to save up the sum. The Professor receives a mysterious gift of £1,000 and the book is published, but it does not set the Thames on fire. It turns out that Rowena's employer who thursts unwelcome attentions on her is an ex-husband, but without disclosing the sequel, it may be said that all turns out right. The dialogue is terse and occasionally epigrammatic. The story flows on easily; every chapter is a drama in itself—a drama of social and everyday life. There are no long dissertations to disturb the reader who turns to the novel for recreation and pleasure, and no pages to be skipped. "Rowena" should attain a wide circulation. "Modern Medicine for the Home," by Ernest Walker, M.R.C.S., L.R.C.P. "The Poison Dealer," by Georges Ohnet. "The Beauty Shop," by Daniel Woodroffe. "The Mummy and Miss Nitocris," by George Griffith. "Thurle's Crime," by Dick Donovan. "Rowena," by Agnes Giberne. All the above works are published by Mr. T. Werner Laurie, Clifford's Inn, London.

A DISORDERLY JAPANESE.

ASSAULTS A BRITISH SOLDIER.

Guchi Sato, a Japanese, and three other firemen of the same nationality, broke loose on Saturday night, but a policeman had to take Guchi in charge before his spree had really begun. Guchi, who was the leader of the quartette, and measures about 4 ft. 6 in. in his socks, for he was in his socks when he visited Mr. Compston's Shop Street, on Saturday night, so much so that a policeman, no higher than Guchi, went to quell the disturbance. Before the officer had given his order the Japanese sprang at his throat and the tussle began. Gunner James O'Sullivan, of the West Kent Regiment, who saw both men going it tooth and nail, went up to assist the policeman and found great difficulty in walking, owing to the fact that he had been hit on the head, because it fell into Guchi's mouth. However, before Guchi went far, all his fighting energy was extinguished and he was placed in a cell. This morning he was brought to the Police Court on two charges: Riotous and disorderly while drunk, and assaulting a policeman. He denied both charges at the top of his voice and was on several occasions seen to be sobbing and weeping. He was found guilty, nevertheless, and the smile faded when his Worship fined him \$5 on the first charge and \$10 on the second, part of the latter fine to go to the soldier as compensation for his mauling.

THE WATER SUPPLY AGAIN.

A PATHETIC APPEAL.

A Chinese correspondent writes us as follows:—The inhabitants of the City of Victoria, especially in the central districts are constantly forced into quarrels about their water supply, notwithstanding the abundance of that liquid which is now in the Colony. Their grievance is that it is impossible to get enough water by the new Ryde main system as the water is only turned on at certain times, through half-inch pipe, and by the time the ground and first floor tenants have filled their vessels, the second and top floor tenants find they cannot get any, and the consequence is that the tenants of the upper floors are continually howling and quarrelling with those below in order to get them to fill their vessels and close their taps in time to let the water flow and close their taps. This difficulty also often leads to regular fights, and thus make life in the flats very disagreeable. The poor classes of Chinese suffer much more than the wealthier, as they are without the means to purchase large receptacles to collect the water in, and often have to borrow from such vendors as are willing to lend them a jar now and again. But when they beg for an often refused, and generally get a black eye the assistance they can get is not a full supply of water, concludes our correspondent, "when it is in such abundance, how can the Government expect them to keep their persons and premises clean and healthy? Instead of driving away the plague the dirt which accumulates everywhere through want of the cleansing means is bound to increase it, besides rendering the unlucky inhabitants liable to all sorts and forms of horrible diseases. Will not the Government do something in the matter then, to let us have more water?"

KINDNESS "REPAID."

COOLIE SEVERELY PUNISHED.

Ko Yung, who apparently obtains a living by his wits, returned from the interior on Saturday last and discovering that he was hard-up and had small chances of obtaining employment, paid a visit to a friend, who was employed in a furniture store at No. 24, Lyndhurst Terrace. He related his troubles to his friend and inquired if anything could be done to give him a helping hand as he was down on his luck. The friend had no cash but invited Ko to share his room with him, and have "chow" together until such time as he could get a job. Ko accepted the invitation immediately. That night both men went to bed together. At about one o'clock yesterday morning, Ko crept out of bed, dressed himself hurriedly, picked up some keys that were lying on a table and went below and opened the shop. Then picking up four American chairs, he re-locked the premises and cleared away. When his friend awoke he found his guest gone and so were the shop keys. Suspecting something wrong he went into the shop by the back door and finding that the place had been robbed he notified the police, and later Ko was arrested just as he was about to pawn the chairs. On being placed before Mr. H. J. Gompertz, at the Police Court this morning, Ko pleaded guilty and was sentenced to one month's imprisonment and six hours' stocks. Inspector Warnock prosecuted.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$300, Hongkong Fires \$315, China Fire \$80, H.K. C. and M. Steamboats \$37, Harbours \$5, Humphreys \$11.50, China Borneo \$3, China Provident \$9, Green Islands \$8, Tramways \$235, Lee \$240, Light and Towers \$10.
Sellers:—Canton Insurances \$340, Shell Transports \$76, China Sugars \$145, West Points \$55, Hotels \$125, Cottons \$14, Electric \$15, Ropes \$10, Watsons \$13.
Sales:—China and Manila \$34, Douglas \$47, Hongkong Lands \$11.
Nominal:—Hongkong Banks \$847, National Banks \$17, Indus \$70, Hongkong Docks \$151, Hongkong Wharves \$106, Shanghai Docks \$10, Hongkong Wharves \$123, Dairy Farms \$161, Powells \$161.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 100/11 1/2
Do. Demand 100/11 1/2
Do. 4 months' sight 100/11 1/2
France—Bank T.T. 100/11 1/2
America—Bank T.T. 100/11 1/2
Germany—Bank T.T. 100/11 1/2
India T.T. 100/11 1/2
Do. Demand 100/11 1/2
Shanghai T.T. 100/11 1/2
Singapore T.T. 100/11 1/2
Japan—Bank T.T. 100/11 1/2
Selling.
4 months' sight 100/11 1/2
6 months' sight 100/11 1/2
12 months' sight 100/11 1/2
10 days' sight 100/11 1/2
4 months' sight 100/11 1/2
6 months' sight 100/11 1/2
12 months' sight 100/11 1/2
Bank of England 100/11 1/2
Sovereign 100/11 1/2

To-day's

Advertisements.

HIS EXCELLENCY THE GOVERNOR will be "AT HOME" at Mountain Lodge, on WEDNESDAY, the 8th of August, from 4.30 to 6.30 P.M. Croquet and Tennis. Hongkong, 30th July, 1906. [781]

TO LET.

GODOWN, No. 9, DUNDRELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 30th July, 1906. [781]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Steamship

"PRINZ EITEL FRIEDRICH," Captain Malcho, will leave for the above ports, TO-MORROW, the 31st instant, at 8 A.M.

For further particulars, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 30th July, 1906. [780]

To-day's

Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906. By Order of the Court of Directors, H. HUNTER, Acting Chief Manager. Hongkong, 30th July, 1906. [784]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth to the eighteenth day of August next (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Court of Directors, H. HUNTER, Acting Chief Manager. Hongkong, 30th July, 1906. [785]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 6th proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th proximo, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th July, 1906. [783]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 7th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 7th August.

All Claims must reach us before the 14th August, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 30th July, 1906. [782]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 7th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 7th August.

All Claims must reach us before the 14th August, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 30th July, 1906. [780]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 1st August, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 30th July, 1906. [780]

Intimations.

THE ROBINSON PIANO CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS PIANOS, ORGANS

AND

Every Description

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [138]

TRY

"YEBISU"

THE

FAMOUS JAPANESE

BEER.

PURE POPULAR PLEASANT ALATABLE.

Per Case 8 Dozen Pints

\$15.50.

Per Case 1 Dozen Pints

\$2.00.

H. PRICE & CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th July, 1906. [141]

Shipping—Steamers.
OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd August.	
GLASGOW and LIVERPOOL	"PELEUS"	9th "	
GLASGOW and LIVERPOOL	"CHING WO"	16th "	
GLASGOW and LIVERPOOL	"ANTENOR"	23rd "	
GLASGOW and LIVERPOOL	"CYCLOPS"	30th "	
GLASGOW and LIVERPOOL	"BELLEROPHON"	6th September.	
GLASGOW and LIVERPOOL	"KINTUCK"	13th "	
GLASGOW and LIVERPOOL	"TEENACK"	20th "	
GLASGOW and LIVERPOOL	"MACHAON"	27th "	

The S.S. "Memnon" left Hong Kong on the 27th instant, at 5 P.M., and is due here on the 2nd prox.
The S.S. "Telemachus" left Singapore on the 28th inst., at noon, and is due here on the 2nd prox.

HOMEWARD.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.	
LONDON, AMSTERDAM & ANTWERP	"PATROCLOS"	7th August.	
LONDON, AMSTERDAM & ANTWERP	"ORISTES"	14th "	
LIVERPOOL DIRECT	"TYDEUS"	20th "	
LONDON, AMSTERDAM & ANTWERP	"ACHILLE"	27th "	
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	3rd August.	

Taking Cargo for Liverpool at London Rates and taking Cargo for Genoa, Marseilles and
Hull to connect with "Asynanax" at Singapore.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	4th August.	
PACIFIC COAST PORTS.			
NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and	"TYDEUS"	15th August.	
PACIFIC COAST	"STENTOR"	8th September.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"TEAN"	31st July.	
CEBU and ILOILO	"SUNGKIAN"	1st August.	
SHANGHAI	"TIENSIN"	1st "	
SHANGHAI	"YINGCHOW"	3rd "	
SHANGHAI	"YOHOW"	4th "	
YOKOHAMA and KOBE	"THIAN"	4th "	
MANILA	"TAMING"	7th "	
CHEFOO and NEWCHWANG	"KWIYANG"	7th "	
TIENSIN	"HUICHOW"	10th "	
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "	

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th July, 1906.

HONGKONG—MANILA.
Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 4th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 11th August, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th July, 1906.

HONGKONG—NEW YORK.
AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).
Steamship "JOHN HARDIE" About 20th August.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. CHAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
*SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th Sept mber.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
MEDITERRANEAN, BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
ALLESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
*SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
*SCANDIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerman.

The "RHEINANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HAMBURG", s.s. "HOHENSTAUFEN", s.s. "SCANDIA" and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI and CHINKIANG	10th August, Freight and Passengers.
DAPHNE	NAGASAKI and VLADIVOSTOK	(Beginning of September, Freight and Passengers.
LYDIA	SHANGHAI and CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI and CHINKIANG	Freight and Passengers.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 30th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, PENANG and CALCUTTA	"KUTSANG"	THURSDAY, 2nd August, 3 P.M.
SHANGHAI	"ESANG"	THURSDAY, 2nd August, 4 P.M.
TIENSIN via SWATOW and CHEFOO	"CHEONGSHING"	FRIDAY, 3rd August, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 3rd August, 4 P.M.
SHANGHAI	"HAUSANG"	FRIDAY, 3rd August, 4 P.M.
SANDAKAN	"MAUSANG"	SUNDAY, 5th August, Daylight.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cheloo, Tiensin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 30th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,
FOR

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meitzenhuth	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtunn	October 6th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA and SAN
FRANCISCO.

THE Steamship

"DAKOTAH" will be despatched for the above Ports, on or
about the 6th of August.

For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th July, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

PROPOSED sailings from HONGKONG
TO CALLAO, IQUIQUE, VIA JAPAN
PORTS.

"KASADO MARU," 6,000 tons,
sails on or about August 7th, at Noon.

"GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.

(Date of sailing subject to alteration).

Taking freight also to other Western Coast
Ports of South America transhipping to the
Connecting Line.

The above steamers have splendid accom-
modation and are fitted throughout with Electric
Light. A duly qualified Surgeon is carried
on each boat.

For further information as to Freight and
Passage, apply to

K. MATSUDA,
Manager,
Yok Building.

Hongkong, 20th July, 1906.

Intimations.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
Turers and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON and BEEF, at
Moderate Prices.

Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

Consignees.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA."

Captain Bahle, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd August, will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th July, 1906.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SAXONIA."

Captain Sachs, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 31st July, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st July, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th July, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MOLDAVIA."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Victoria" and
"Arabia."

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 31st instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 25th July, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"MONMOUTHSHIRE"

Captain G. E. Warner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th July, 1906.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TUES-
DAY, 24th instant, at 10 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after MONDAY, 30th July, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 30th July, at 10 A.M.

All Claims must reach us before the 6th
August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 23rd July, 1906.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

ex s.s. "Charente" and "Dordogne", from

Havre ex s.s. "Charente", and from Bordeaux

ex s.s. "Vila de Lorient", in connection with

above Steamer, are hereby informed that their

Goods, with the exception of Opium, Treas-
ure and Valuables, are being landed and
stored at their risk into the hazardous and/or

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEIL-
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIC,"
Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 7th August,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS 21st August.

S.S. CALEDONNIEN 4th September.

S.S. POLYNESIEN 18th September.

S.S. SALAZIE 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, COAST OF AFRICA, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MOLDAVIA,"

Captain E. H. Gordon, carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 11th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Marmora, 10,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Molda-
via, due in London on the 23rd September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case:
\$22.50

WHISKY, FINE MALL

JOHN WALKER & SONS OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

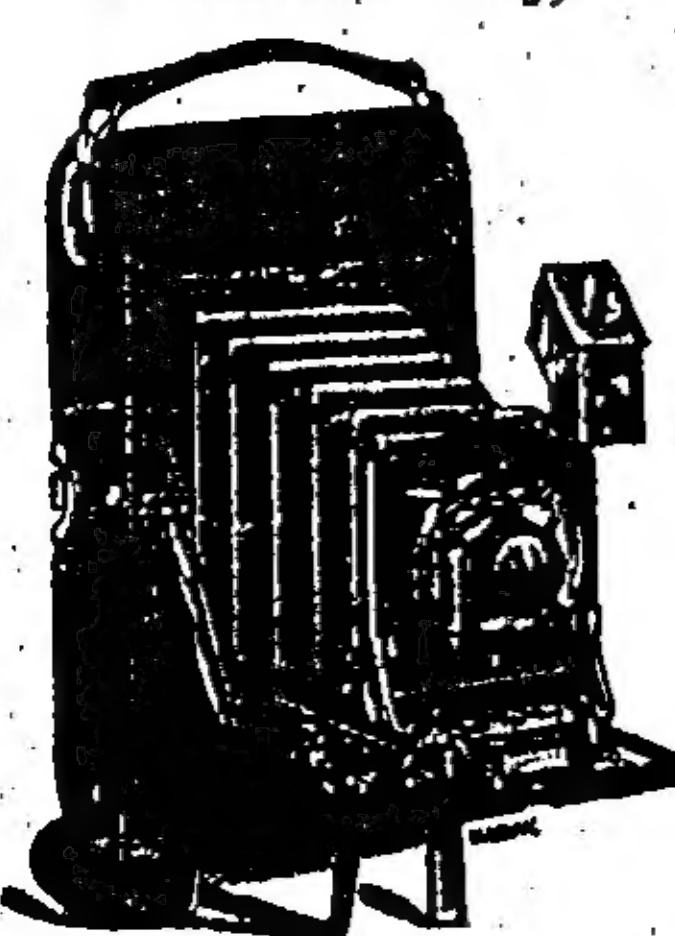
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&C., &C., &C.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 15th May, 1901

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$20,000 \$12,735 \$150,000 }	\$1,699,777	{ £1.15/- div. and £1 bonus @lex. 2/0/9/16 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$845 buyers London £92 \$47 cum call at
National Bank of China, Limited	99,925	£7	£6	{ £1,000,000 \$1,600,000 \$147,895 }	\$74,099	\$2 (London 3/8) for 1905 .....	...	\$47 cum call at
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ £1,000,000 \$1,600,000 \$147,895 }	\$211,540	\$20 for 1904	6 %	\$340
North China Insurance Company, Limited	10,000	£15	£5	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ £1,000,000 \$1,600,000 \$147,895 }	\$2,702,271	Interim div. of \$30 for 1905	4 1/2 %	1800 ss. & b.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ £1,000,000 \$1,600,000 \$147,895 }	\$508,334	\$1 1/2 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ £1,000,000 \$1,600,000 \$147,895 }	\$344,068	\$4 for 1904	6 1/2 %	\$39 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ £1,000,000 \$1,600,000 \$147,895 }	\$122,618	\$25 for 1904	7 1/2 %	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	{ £1,000,000 \$1,600,000 \$147,895 }	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ £1,000,000 \$1,600,000 \$147,895 }	Nil.	\$3 1/2 for year ended 30.9.1905	7 1/2 %	\$46 buyers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	{ £1,000,000 \$1,600,000 \$147,895 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	7 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £1,000,000 \$1,600,000 \$147,895 }	£24.2	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$70 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000	£1	£1	{ £1,000,000 \$1,600,000 \$147,895 }	£107,815	Final Tls. 1 1/2 making Tls. 3 1/2 for 1905 ..	6 1/2 %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,000,000 \$1,600,000 \$147,895 }	£1,444	1/- (Coupon No. 6) for 1905	4 %	\$27/6
"Star" Ferry Company, Limited	{ 10,000 10,000 }	{ \$10 \$10 }	{ \$10 \$10 }	{ £1,000,000 \$1,600,000 \$147,895 }	{ \$218 \$218 }	{ \$1.50 \$0.75 } for year ending 30.4.1906	{ 4 1/2 % 3 1/2 % }	{ \$29 \$20 }
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ £1,000,000 \$1,600,000 \$147,895 }	\$40,914	Final of \$15 making \$25 for 1905	17 1/2 %	\$145
Luxon Sugar Refining Company, Limited	10,000	\$100	\$100	{ £1,000,000 \$1,600,000 \$147,895 }	\$132,588	\$3 for 1897 .....	...	\$20 buyers
Perak Sugar Cultivation Company, Limited	20,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 \$1,600,000 \$147,895 }	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ £1,000,000 \$1,600,000 \$147,895 }	G. \$909,050	Final of 50 cents making G. \$1 for 1905 ..	7 %	G. \$14
Gold Australian Gold Mining Company, Limited	{ 100,000 100,000 }	{ £1 £1 }	{ £1 £1 }	{ £1,000,000 \$1,600,000 \$147,895 }	{ £4,873 £4,873 }	No. 12 of 1/- = 48 cents .....	...	\$5
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ £1,000,000 \$1,600,000 \$147,895 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£10	£10	{ £1,000,000 \$1,600,000 \$147,895 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106
Long, Long and Whampoa Dock Company, Ltd.	10,000	£10	£10	{ £1,000,000 \$1,600,000 \$147,895 }	\$36,232	\$6 for second half-year making \$12 for 1905 ..	7 1/2 %	\$153
Lee Amoy Dock Company, Limited	10,000	\$50	\$50	{ £1,000,000 \$1,600,000 \$147,895 }	\$2,221	\$1 for 1905	6 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ..	8 1/2 %	Tls. 91
Shanghai and Hongkong Wharf Company, Limited ..	12,000	Tls. 100	Tls. 100	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905 ..	6 %	Tls. 230 buyers
Yangtze Wharf and Godown Company, Limited	2,000	Tls. 100	Tls. 100	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ £1,000,000 \$1,600,000 \$147,895 }	none	First year .....	...	Tls. 102 sales
Star House Hotel Company, Limited (Shanghai) ..	6,000	\$25	\$25	{ £1,000,000 \$1,600,000 \$147,895 }	\$4,516	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$134 buyers
Central Stores, Limited	24,000	\$15	\$15	{ £1,000,000 \$1,600,000 \$147,895 }	none	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (Founders)	123	\$15	\$15	{ £1,000,000 \$1,600,000 \$147,895 }	\$4,710	7 % on \$7 1/2 for 1905 .....	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ £1,000,000 \$1,600,000 \$147,895 }	\$648,075	\$5 for second half-year making \$10 for 1905 ..	8 %	\$125
Hongkong Land Investment and Agency Co., Ltd. ..	10,000	\$100	\$100	{ £1,000,000 \$1,600,000 \$147,895 }	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$114 ex div.
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 29,783	Final of 6 % = 10 % for 1905	14 1/2 %	Tls. 17 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ £1,000,000 \$1,600,000 \$147,895 }	none	Final of \$6 making \$10	10 %	\$100
Amphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$208,386	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ £1,000,000 \$1,600,000 \$147,895 }	\$50,000	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 869,493	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	\$50	\$50	{ £1,000,000 \$1,600,000 \$147,895 }	none	Interim div. of \$2 account 1906	8 %	\$50 ex div.
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 45,939	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$30,000	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 100,000	3 % a/c 1898 .....	...	Tls. 60 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. ..	8,000	Tls. 100	Tls. 100	{ £1,000,000 \$1,600,000 \$147,895 }	none	Tls. 8 for 1905	10 1/2 %	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 18,456	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ £1,000,000 \$1,600,000 \$147,895 }	\$1,066	\$7 for 1905	8 1/2 %	\$85 sales
Cell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,000,000 \$1,600,000 \$147,895 }	£814	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ £1,000,000 \$1,600,000 \$147,895 }	Nil.	\$1 for 1904 .....	...	\$8
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905 ..	14 1/2 %	Tls. 78 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	none	60 cents for year ended 28.2.06	6 %	\$10 sales & buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$1,219	80 cents for 1905	9 1/2 %	\$9 sales and b.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ £1,000,000 \$1,600,000 \$147,895 }	\$35,000	\$1.20 for year ending 31.7.1905	7 1/2 %	\$164
Green Island Cement Company, Limited	150,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 %	\$28 1/2
Hall & Holt, Limited	21,000	\$20	\$20	{ £1,000,000 \$1,600,000 \$147,895 }	\$20,893	\$2 1/2 for year ending 28.2.06	11 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$2,568	{ 10/- 10/- } cents for 10 months ending 28.2.06 ..	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ £1,000,000 \$1,600,000 \$147,895 }	\$2,796	\$5 1/2 for year ending 30.11.1904	6 1/2 %	\$33 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £1,000,000 \$1,600,000 \$147,895 }	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$88	Final of 50 cents making \$1 for the year ..	11 %	\$9
Maatschappij tot Mijn. Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 547,500	{ 10/- 10/- } for 10 months ending 31.10.06 ..	10 %	Tls. 225 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	Dr. P. 34,324	None .....	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 17,017	Interim dividend of Tls. 3 1/2 account ..	6 1/2 %	Tls. 130 ex d. s.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 145 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200 }	{ £20 £20 }	{ £20 £20 }	{ £1,000,000 \$1,600,000 \$147,895 }	{ Tls. 190,000 Tls. 190,000 }	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 .....	...	{ Tls. 360 ex div. Tls. 278 ex div.
Steam Laundry Company, Limited	20,000	\$5	\$5	{ £1,000,000 \$1,600,000 \$147,895 }	none	None .....	...	\$20
Steam Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	{ £1,000,000 \$1,600,000 \$147,895 }	Tls. 15,295	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Do. (Founders)	100	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$32,000	{ 80 cents \$10.80 } for year ended 31.5.1905	9 1/2 %	\$0
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	{ £1,000,000 \$1,600,000 \$147,895 }	\$4,500	Interim div. of 50 cts. for the year 1905/6 ..	9 1/2 %	£10 1/2
DIVIDENDS PAYABLE								
Hongkong Ice Co., Ltd.	\$4							2nd August
Shanghai Pulp and Paper Co., Ltd.	Tls. 5							6th August